



ADMINISTRATIVE ADJUSTMENT OF STANDARDS (AAS) NARRATIVE

Gateway
Senior Housing

01/19/2016

SITE
DEVELOPMENT
PERMIT

THE WOLFF
COMPANY

The Issaquah Gateway Senior Housing development is requesting an Administrative Adjustment for the Circulation Facilities in accordance with Section 6.3 of the Central Issaquah Development and Design Standards. The proposed development includes a new frontage street designed to the Neighborhood Street standards, which requires a 5' landscape buffer and a 6' sidewalk on each side of the street. Due to the steep slope and grade differential between Newport Way NW and the proposed street, we are requesting an adjustment that we feel complies with the goals and intent of the standards as follows:

- The northern portion of the proposed road connects the building entry plaza to Newport Way NW, which due to an elevation differential of approximately 19 feet, includes roadway grades up to 12%. This roadway will include the required 5' planting strip and 6' sidewalk along the west road edge. Along the east edge of this roadway, we propose to provide a 5' wide sidewalk that relates to the building rather than the roadway. This provides a pedestrian experience connecting the residential porches and active spaces along the first floor of the building. This results in a wider planting buffer between the sidewalk and the roadway that includes the retaining walls necessary to accommodate the grade change. The narrower width sidewalk is more appropriate for this experience, and allows for a greater planting area next to the retaining wall.
- The southern portion of the proposed road continues to slope down at a much gentler grade. The eastern edge of this portion of the roadway will include the required 5' planting strip and 6' sidewalk. At the western edge, we propose to provide a 6' wide accessible ramp that connects the entry plaza to Newport Way NW, acting as the required sidewalk. The planting strip will then be wider than 5' and include the retaining walls necessary to support the accessible ramp. Since this portion of the road includes parallel parking, an 18" wide vehicle access strip will be provided next to the curb.



These proposed adjustments meet the Approval Criteria per Section 6.3 as follows:

1. Vision: As noted in Section 6.4-E, Neighborhood Streets are intended to make the “street more comfortable for pedestrians”. The proposed adjustments provide the full pedestrian access that is required, but with reduced walking slopes and increased planting areas that are more comfortable. The accessible ramp also provides a safer and more comfortable route for bicycle access to the site for cyclists that do not want to share the roadway.
2. Access: The proposed adjustment occurs within the proposed development, and has no adverse impact to abutting properties. Pedestrian access to the abutting right-of-way is improved by providing a fully accessible pedestrian ramp connection to Newport Way NW, in addition to the sidewalk that parallels the entry road.
3. Compatibility: The proposal provides all the required sidewalk and landscape elements, modified to accommodate the existing site conditions. As such, the scale, character and design of the surrounding neighborhood is maintained.
4. Sufficient Reason: The steep slope of the existing site creates the condition that is driving the requested adjustment. If not for the existing site conditions the adjustment would not be necessary.
5. Safety: The proposed adjustments will increase public safety by providing pedestrian routes that are less steep and comply with accessibility requirements, including handrails at accessible ramps.
6. Services and Maintenance: The proposed adjustments do not affect services or maintenance. The areas to be adjusted are outside of the public ROW and will be maintained by the property owner.
7. Priorities: The priorities per 6.2-C are generally considered as follows: The proposed travel lane widths are the minimum required. The proposed landscape widths are increased over the minimum required. The specified 6 foot sidewalk widths are maintained, except for the one section where a smaller width is proposed because the sidewalk relates only to the front porches and does not continue to Newport Way NW. The narrower width allows for increased landscaping for a better pedestrian experience. Since this portion of walk is a dead-end, we do not recommend a 6 foot wide sidewalk at this location.